



# Fuel for Thought

May 2006

939th Air Refueling Wing  
Portland IAP, Ore.

- ◆ A hero returns home  
— Page 3
- ◆ Rise, become Sir Isaac  
— Page 6
- ◆ First sergeant has heart  
— Page 7



## Checkin' things out

## FuelForThought

May 20th is the deadline for submissions to the June issue of **Fuel For Thought**. All articles and photos must be turned in to the 939th Airlift Wing Public Affairs office by 4 p.m.

**Wing Commander**  
Col. William Flanigan

**Chief, Public Affairs**  
Maj. James Wilson

**Public Affairs Specialists**  
Ms. Ruby Zarzycny  
Tech. Sgt. Paul Persson

**Unit PA Representative**  
Chief Master Sgt.  
Michael Steinbach

This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the **939th Fuel for Thought** are not necessarily the official views of, or endorsed by, the U.S. government, Department of Defense or the Department of the Air Force. Editorial content is edited, prepared and provided by the Public Affairs office of the 939th Air Refueling Wing, (503) 335-4621. All photos are Air Force unless otherwise indicated.

### ON THE COVER

Photo By Ruby Zarzycny  
Staff Sgt. Carl Hojnacki, 939th Maintenance Squadron Air Reserve Technician engine mechanic, shows Ian Ortman, (left) and Cheis Hanzelic, son of Master Sgt. Ronnie Patterson, an engine on a KC-135 Stratotanker aircraft. The two boys were guests of the wing April 27 and visited workcenters within operations and maintenance to learn more about the 939th ARW as part of their school's career and job shadow program.



## UCI provides wing one last chance to shine

By William N. Flanigan  
*939th Air Refueling Wing commander*

The 939th Air Refueling Wing will undergo a Unit Compliance Inspection and a Maintenance Standardization Evaluation Program assessment May 2-6.

One should assume these inspectors are evaluating as soon as their aircraft lands at Portland International Airport.

Both of these programs are designed to ensure our scarce resources are always properly accounted for when accomplishing our mission. The team will be checking the 939th's compliance with regards to safety, federal law, executive orders, and Department of Defense regulations. The team, which is comprised of functional managers from Air Force Reserve Command, will also inspect a number of Special Interest Items as identified by senior Air Force Leadership.

As we all know, these inspections come at a very arduous time for those of us in the 939th. The realignment of the wing's mission is well underway. Many members of our team have taken charge of their careers and found new employment leaving a number of shops with a limited number of people to complete assigned duties.

Rest assured, the inspection teams are aware of our challenges and limitations. But some may still wonder "Why are we having these inspections when our mission is being realigned?" The simple answer is that the last inspection of this nature occurred in 2002 when the 939th was a combat search and rescue wing. We've undergone an enormous amount of change since that time. The

evaluations performed by the team this month will be the only opportunity to assess our organization since it converted to air refueling.

I've never been a proponent of making programs appear strong for the sake of an evaluation after which, the processes are discontinued or ignored until the next review by higher headquarters. That approach doesn't give leaders an accurate picture of an organization's efficiency.

The in-house self-inspections and periodic staff assistance visits have helped prepare us for this visit. Below are a few reminders to consider as we prepare for the team's arrival:

- Know your job and the policies which govern your specialty.
- Emphasize the programs you feel are exceptional.
- Make sure you (and those in your work center) have a professional appearance. Put a little extra starch in your uniform and take a few minutes to polish your boots. Those steps may seem arbitrary, but I assure you they will be noticed by the team.

- Please, under no circumstances, should members of the wing argue with inspectors. Explain those areas you feel warrant additional discussion. But if a team member assesses a finding in your section, allow the leadership to address it in the appropriate time and manner.

The key to our success with these evaluations lies with individuals, and their first-line supervisors, who have worked hard to make their programs shine. Thanks again for all of your effort in preparing for these inspections and for what you do each day for our great nation.

*(Editor's Note: The visiting inspection teams will present their final report during a briefing May 8 in the Willamette Room of Building 170. The briefing will be open to all members of the wing. The 939th Wing Performance Manager will provide a copy of the final report to unit commanders for dissemination to those unable to attend.)*

**Military**

**OneSource**

No matter what life  
throws your way, Military  
OneSource can help.

[http://  
www.militaryonesource.com](http://www.militaryonesource.com)



# A hero returns home

By Maj. James R. Wilson  
939th Public Affairs Office

Tears welling in the eyes of family members, a bugler playing Taps and honor guard members rendering a 21-gun salute are all part of the highest honor given to America's sons and daughters who die on the fields of battle.

A fallen serviceman who fought in Vietnam will finally receive those honors, because of a group from the 939th Air Refueling Wing who returned his remains to the U.S. April 18, more than 30 years after the war ended.

The effort to recover remains believed to be of an American soldier began in February when a team from the Joint POW/MIA Accounting Command, or JPAC, arrived at the Gia Lai province in Vietnam's central highlands.

"Like many of our searches, this mission was the result of some very hard work by members of JPAC's investigative and recovery teams," said Master Sgt. John McMillan, JPAC's plans superintendent.

The Joint POW/MIA Accounting Command is located at Hickam Air Force Base, Hawaii. Its mission is to account for as many Americans as possible who are missing from previous conflicts.

According to the sergeant, the remains returned Tuesday were recovered as part of the 84th Joint Field Activities conducted in the country's central and southern provinces.

"We discovered this location, which was in a mountainous area near the Laos

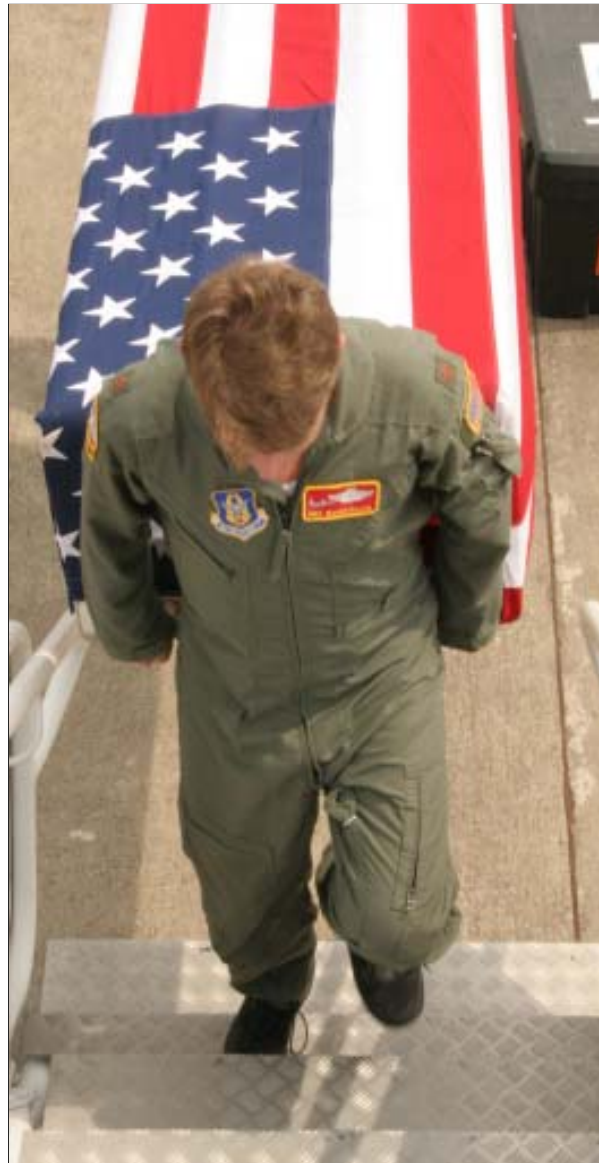


Photo By Maj. James R. Wilson

*Maj. Mike Markstaller, 939th Air Refueling Wing pilot, carries a flag-draped transfer case containing remains believed to be of a U.S. serviceman killed in Vietnam. Major Markstaller and seven other members of the 939th ARW flew more than 13 hours April 18, 2006 to transport the remains from Thailand to Hickam Air Force Base, Hawaii. Scientists will now conduct further analysis of the remains in hopes of positively identifying the missing servicemember.*

border, after a series of interviews and investigations [with Vietnamese residents]," Sergeant McMillan said.

A repatriation ceremony was held at Da Nang International Airport where the vestiges were handed over to U.S. officials. They were then transported from Vietnam to Thailand on a C-17 Globemaster III.

While JPAC specialists were successful in recovering the remains, scientists

must now work to identify them at their Hickam-based lab.

"The remains were tentatively identified due to personal affects (that were found)," said Sergeant McMillan. "Now they have to go through the identification process at the Central Identification Laboratory."

Getting the remains to the laboratory from Thailand was the mission of eight reservists from the 939th ARW — one they gladly accepted.

"Being a part of this mission to repatriate the remains of this service member was extremely significant to me," said Tech. Sgt. Darric Delmonico of the 939th Aircraft Maintenance Squadron. Sergeant Delmonico, who has served on honor guards for the past 17 years, was one of three KC-135 crew chiefs who volunteered for the repatriation duty.

"I wanted to honor this individual and be there when the remains touched American soil," he said. "I had a tremendous feeling of pride knowing that I helped contribute to the mission."

The aluminum case holding the remains was draped with a U.S. flag when carried off the plane and onto U.S. soil by Sergeant Delmonico and other members of the 939th ARW.

The repatriation mission sends a positive message to those fighting for freedom on foreign soil today, said Maj. Mike Markstaller, one of three KC-135 pilots from the 939th ARW who helped bring this fallen warrior home.

"If you fight and make the ultimate sacrifice for our country,

there are those who will go to great lengths to properly honor your memory — even if it takes several decades to account for you," he said.

*(Editor's note: Members of the 939th Air Refueling Wing who supported the repatriation mission are Maj. Alan Thurber, Maj. Mike Markstaller, Capt. Marc Lowe, Tech. Sgt. Joe Baptiste, Tech. Sgt. Darric Delmonico and Senior Airman Deanna Heuerman.)*

# SECAF discusses current, future personnel issues

By Master Sgt. Mitch Gettle  
*Air Force Print News*

**WASHINGTON** — Ensuring the Air Force operates fiscally is akin to anyone budgeting and paying for household and living expenses. The costs involved must be balanced and paid in order to maintain a certain lifestyle.

For the Air Force, some of the business costs reside in the targeted reduction of 40,000 full-time equivalent positions over the next five years to meet future budget constraints.

The secretary of the Air Force recently talked about how the Air Force intends to meet those force reductions and the impact on Airmen.

“This (reduction) is really about a turning point in our Air Force,” said Michael W. Wynne, “and a realization by our senior leadership that we cannot move forward with our aging equipment with our increasing costs of operation and engagement of our aircraft.”

The Air Force is operating more efficiently as it relies more and more on

reachback, innovations in technology and Air Force Smart Operations 21. That efficiency, resulting in fewer Airmen needed to do the work, helps ease the service’s financial responsibility.

There are many costs associated with the continuously expeditionary nature of

“This (reduction) is really about a turning point in our Air Force...and a realization...that we cannot move forward..with our increasing costs of operation.”

AIR FORCE SECRETARY MICHAEL WYNNE

the Air Force. Just like a household budget, the big-ticket items like rent or a mortgage must be budgeted first.

“We need to continue to put an emphasis on training and resources for equipment to include maintenance and [aircraft] spares,” he said.

Acquisition, investment, and operation and maintenance areas are the top priorities for funds allocation. By focusing on these areas, the Air Force increases its equipment reliability rates and reduces maintenance.

“This is all about the resources this frees up and not about any individuals, who we value very highly,” Mr. Wynne said. “We see that we have higher reliability and consolidated equipment so we will not need as many people as we do today.”

The cuts become a matter of business and fiscal sense leading the Air Force to become a more lethal and agile force, he said.

“These Airmen didn’t come to the Air Force to add expense, they came to make themselves more valuable and the Air Force more valuable,” Mr. Wynne said. “We treasure every one of them, and as we go forward we want to retain highly qualified people to

manage this better Air Force we are designing.”

The mission of the Air Force has dictated and always will dictate the direction the Air Force takes when it comes to equipment and personnel.

“Our senior leaders and unit leaders must look at these cuts and ensure we can accomplish the mission,” he said. “We need to ensure we retain the right caliber and quantity (of Airmen) to make the mission happen today, tomorrow and forever.”

## Four discharge boards address misconduct throughout AFRC



A major went to a discharge board for professional dereliction, other serious or recurring misconduct. The major had 17 years of service at the time the discharge process started.

Board members substantiated that the major wrongfully operated a motor vehicle while impaired on two occasions.

The board members also substantiated conduct unbecoming an officer and a gentleman. Specifically, on the second incident of driving while impaired, the major called the police officer a coward, or words to that effect, and refused to get into the police car when he was instructed to do so. This was a very contentious board hearing that lasted two days.

The major testified that he had been experiencing a terrible period in his life at the time of his misconduct. His wife left him and he started drinking alcohol to mask the pain. The board members recommended discharge with an honorable service characterization.

A technical sergeant met a board based on misconduct, sexual deviation (child porn). Ultimately, the board members found that the member did have in his possession videos of child porn and decided that the member should be discharged with a Under Other Than Honorable Conditions discharge.

A senior airman went to a discharge board based on standard performance (Career Development Course) failures. The board members substantiated the CDC failures, and decided that he should be discharged with an honorable discharge. The board recommended probation and rehabilitation.

An airman first class met a discharge board based on misconduct and drug abuse. The board members found that the member did possess Ecstasy, and decided that he should be discharged with a General Discharge. (*Information provided courtesy of 939th Legal Office*).

# 939th ARW launches new public website

By Ms. Ruby Zarzyczny  
939th Public Affairs Office

Want to know why Sir Isaac is riding on aircraft number 0102, or when you can rent equipment from the outdoors recreation center, or who is practicing to save a life? Well you don't have to wait until the next unit training assembly to find out anymore.

April 4, the 939th Air Refueling Wing launched its new public website that will allow wing members to get timely information at home or from any computer in the world.

The website also has a new look and resembles the Air Force's news website Air Force Link. This initiative was brought about to give all the Air Force's public websites uniformity. Browsing through the Air Force public websites it's evident that the Air Force Reserve Command

units have taken the lead in adopting the new look.

Along with wing news, you can also find Air Force and AFRC headlines and

the latest Air Force Videos on the 939th home page. On the far right of the home page, you can find links to other websites like Air Force Portal, AFRC, Defense Link,

The Early Bird and more to help stay informed and connected to what's going on in the Air Force world. Links to Reservist resources like, Virtual Personnel Center, Employer Support for the Guard and Reserve, Air Force Personnel Center and more are also just a click away and located on the 939th home page.

After you've finished enjoying the home page, you can browse the other sections (photos, library, units, and questions) of the site that have tabs listed on the top of the page.

The 939th Air Refueling Wing public website can be found at <http://www.939arw.afrc.af.mil>. Please take a look at the wing's website, and add it to your favorites.



<http://www.939arw.afrc.af.mil>

## Overlooking scenic Columbia River gorge, and the community of The Dalles, Oregon

### Mid Columbia Veteran's Memorial

Memorial bricks are  
engraved with a veteran's  
name or message of sup-  
port. Order yours now.

ONE LINE OF ENGRAVING \$40  
TWO LINES OF ENGRAVING \$50  
THREE LINES OF ENGRAVING \$75

Call (541) 298-2377

## 64 ARS take Idaho civic leaders on tour

By Capt. Kelly Cahalan  
366th FW Public Affairs Office

### MOUNTAINHOMEAIR FORCE BASE, Idaho—

Members of the 64th Air Refueling Squadron made it possible for 24 executives and business leaders from Idaho to get an up close look at the Air Force during a two-day community relations tour.

Reservists from Portland flew the group to to Holloman Air Force Base, N.M., and Nellis Air Force Base, Nev., on a KC-135.

"We provided the airlift at the request of Air Mobility Command because this mission was an investment in the Air Force's community outreach program," said Maj. James R.

Wilson, 939th Public Affairs Officer.

The group consisted of 24 mayors, city council and chamber presidents, county commissioners and business leaders from throughout the state.

The tour gave community leaders not typically associated with the military a chance to see how the Air Force operates on a daily basis.

During the first leg of the flight, the group watched six F-15Cs from Mountain Home refuel in flight.

"Watching the professional's refueling and precision flying [during the aerial refueling] was a thrill," said Charles Correll, Jerome, Idaho, mayor.





Photo by Master Sgt. Ruby Zarzyczny

*Master Sgt. Gary Tropple, 939th Aircraft Maintenance Squadron Dedicated Crew Chief, stands next to his KC-135 Stratotanker 0102's nose art of Sir Isaac that is a tribute to his eight year-old son Isaac.*

# Rise, become Sir Isaac

By Tech. Sgt. Paul Persson  
939th Public Affairs Office

What common bonds are shared between Sir Isaac Newton, a knight in shining armor, a KC-135 Stratotanker aircraft, and a crew chief of present day? You might think that Newton's study of physics might have something to do with it. Or you may think that the adversity in Newton's life is similar to the battles fought and won by brave knights of old. And of course, there is always the correlation of the knights of old to the Soldiers and Airmen of today. Although you'd be correct on each account, the common bond between these three here is an eight-year-old boy.

Master Sergeant Gary Tropple, the dedicated crew chief of aircraft number 0102, designed the Sir Isaac nose art that adorns his aircraft with his son in mind. Sergeant Tropple and his family relocated here in 2001 from Travis AFB, Calif. Little did they know that their lives would soon take a sudden turn for the worse.

In September 2003, their son Isaac got sick. After going through a series of protocols, the doctors gave them the news that Isaac had a very serious and rare form of brain cancer, Diffuse Intrinsic Pontine Glioma.

The prognosis allowed very few options for the Tropple family. Isaac started radiation treatment and the cancer seemed to subside.

"The doctors told us that the cancer would return, and warned that it would most likely return with a vengeance," Sergeant Tropple said. "And they were right."

The wing held a fundraiser on behalf of the Tropple family.

"I was truly amazed that the fundraising went wing-wide, and it was substantial," said Sergeant Tropple. "The money raised enabled Melanie [his wife] to spend more time with Isaac by taking time off from work."

Representatives from the Make a Wish Foundation got in touch with the Tropple family. Isaac had said earlier how much it would mean to be able to swim with dolphins. The Make a Wish Foundation organized a trip with Sea World in San Diego and made Isaac's dream come true. The Tropples also took their family to Legoland and Disneyland as part of that trip.

"Out of all the other things he did on the trip, the one thing he enjoyed the most was a ride called 'Soaring over California' at Disneyland," said Sergeant Tropple. Sergeant Tropple described the ride as a sail-plane simulator in a large panoramic theater. "He enjoyed it so much that he stood in line with his step-sister for more than two hours to experience it a second time."

On July 23, 2004, Isaac fell victim to the cancer. "Isaac was a brave little guy with a warrior's spirit. He was a fighter, right up to the end," said Sergeant Tropple.

Sergeant Tropple had to find balance in his life.

"I was still a dedicated crew chief and had to care for my aircraft," he said. "When you go through something like that, things really get out of the ordinary. But I always knew I could go to Jerry Kaufman, my supervisor or Chief Master Sgt. [Rueben] Evans and they would be totally supportive. I was very lucky to have been here with this unit. Everybody was very understanding."

Some time later, the maintenance superintendent began seeking suggestions for nose art for several aircraft.

"I thought 'What better way to honor him'," said Sergeant Tropple. "I think it was very cool that Major Peddicord [the former commander of the 939th Aircraft Maintenance Squadron] said, 'Go for it,' when he heard my suggestion."

The unit's leadership supported the design concept and even came up with additional money to get Sergeant Tropple in touch with an artist who could design the layout.

"He [the artist] did everything that was asked of him," said Sergeant Tropple. "The word 'Sir' seemed to be fitting to honor Isaac. And 'Sir Isaac' fit really well with what the knights of old stood for, and Isaac's fighting spirit."

"Those that knew him have described him as an 'old soul'," he added. "He was very mature and wise beyond his years."

"I feel that naming the jet after Isaac has given the jet an identity," said Sergeant Tropple. "Every time the crew gets in the seats, I feel like he is there watching over them, and it makes me take maximum pride in the aircraft."

Sergeant Tropple feels that his assignment to Portland has truly been both a gift and a blessing.

"I am so glad we came up here," said Sergeant Tropple. "Not only [has it given us the chance] to be with my wife's family, but also because of the understanding and compassion from the people on base here."

In as much as Sir Isaac Newton's studies of physics have been around for more than 300 years, the fighting spirit of Isaac Tropple will carry on for years to come, adorning the nose of aircraft number 0102, thanks largely to the efforts of his father, his family, and his extended family within the 939th Air Refueling Wing.

# First sergeant has heart

By Master Sgt. Ruby Zarzyczny  
939th Public Affairs Office

"It's good enough" is not a phrase Senior Master Sgt. Rocky Hart, first sergeant for the 83rd Aerial Port Squadron, wants to hear when it comes to his Airmen.

"When someone says something like 'it's good enough for government work' it fires me up," Sergeant Hart said. "My troops deserve the best, and I'm going to do everything I can to get it for them."

The job of the first sergeant is to take care of the people.

"The first sergeant is an integral part of this mission," Maj. Connie Jenkins, 83rd APS commander said. "The first sergeant maintains the morale and discipline of the troops while being an excellent liaison between the enlisted troops and the commander."

"The work we do [passenger and cargo movement] is done at an accelerated tempo, with millions of dollars of equipment and many lives depending upon us," Major Jenkins added. "Sergeant Hart is the one who consistently remembers the troops whenever an issue or mission comes up that is all consuming. He never loses focus on what is important."

Sergeant Hart decided he wanted to be a first sergeant shortly after enlisting in the Army in the late 1980s.

"I have always wanted to be a first sergeant," Sergeant Hart said. "I remember as a private [E-1] looking up at this guy who was giving orders, guidance, and operational tempo for the day, leading [physical training] and open ranks inspections, and being the liaison to the commander, and thinking that's what I want to do."

Although Sergeant Hart had no intentions of leaving the Army, he separated in 1995 and came home to run the family farm in Hood River, Ore., after his grandfather passed away. He left the Regular Army as a Sergeant 1st Class [E-7] military policeman. He took two stripes off to continue his military career joining the 83rd APS as a staff sergeant. Four years later, he was selected as the squadron's first sergeant and promoted again to E-7 in 2000 but this time as a master

sergeant in the Air Force Reserve.

"Rocky is one of the few people I have met who 'walk the talk,'" Major Jenkins said. "He truly believes the core values will make the Air Force strong. His level of integrity is outstanding, and he always puts the mission and the people of the 83rd APS, the [939th Air Refueling] Wing and the Air Force first."

"He has a firm, but fair, approach to things and has excellent military bearing," Major Jenkins continued. "He is one of the finest Airmen I have ever met or had the privilege to work with."

In appearance alone, Sergeant Hart looks more like a drill instructor—sharp as a tack. Though slightly below six feet tall, Sergeant Hart is looked up to by all the Airmen when he walks through the squadron.

"Rocky has a wonderfully sensitive side which allows him to empathize with the people around him," Major Jenkins said. "He tempers this on the military side with his firm but fair approach to problems. But when he tells someone he cares about them and wants to help them, it is true."

Sergeant Hart begins his week-end duty on

Thursday morning before the Unit Training Assembly, and on the weekends he comes in around 4:30 a.m. before the rest of the squadron arrives to get everything set up and check for last minute phone calls. The Airmen from the 83rd sign-in for duty at 6:45 a.m. and then form up outside into a military formation and are ready for an open ranks inspection by 7 a.m.

During the day, Sergeant Hart works several issues simultaneously. Yet he still finds time to talk to Airmen about their careers, and help supervisors with counseling for positive as well as negative issues.

He is also the President of the First Sergeant's Council, so he interacts extensively with other agencies in the wing gathering information for other first sergeants to pass on to their members.

During lunch, he eats with his troops.

"I want to eat with my troops and spend time with them to find out what's going on in their lives," Sergeant Hart said. "It's amazing how much they will tell you personally and profession-



Photo by Master Sgt. Ruby Zarzyczny

*First Sergeant Senior Master Sgt. Rocky Hart[center], 83rd Aerial Port Squadron, inspects his troops uniforms during an open ranks inspection here Apr. 2.*



## Heart, Continued from Page 7

ally when you care about them. If I can help take care of their personal life, they'll be better able to take care of their military life."

At the end of the day, he catches up with his paperwork.

"I don't like being in my office at all," Sergeant Hart said. "I want to be out with the troops, visiting, looking at the records, helping them and talking to them. I don't want to be in my office during the day because I can sit at my desk and do paperwork after hours."

The first sergeant faces a gamut of emotions daily working with his troops. All in one morning, Sergeant Hart talked to a sergeant who told him she was dying of breast cancer, had to raise his voice to effectively communicate how to fix a problem with another Airman, and then congratulated an Airman and his wife on the birth of their baby.

Sergeant Hart says he enjoys the behind the scene stuff the most.

"I like the light you see in a troops eyes and the enthusiasm on their face when you are able to help them with something," Sergeant Hart said. "They might say something to you in passing or in confidence about something they want

or need. Networking is huge for a first sergeant, so you need to be able to make a phone call and talk to people off line to make things happen. To do this, you've got to have a good relationship with other first sergeants and commanders."

Sergeant Hart said once he had a noncommissioned officer in the unit who wanted to be a training instructor.

"After he returned from a deployment, he and his wife stopped into my office. He told me he still wanted to be a TI. So I picked up the phone and called the first sergeant from Lackland Air Force Base, Texas, who I met at the First Sergeant Academy."

"When I got off the phone and told him he was scheduled to job shadow with a TI, I saw the look in his eyes," Sergeant Hart said. "When he said 'Gee first sergeant you know everybody, it was priceless.'"

Another occasion when networking made things happen for Sergeant Hart also led him on a journey as the non-commissioned officer-in-charge of the wing's Honor Guard.

"Staff Sgt. Cheryl Smith an Aerial Porter at the 83rd had breast cancer, and she went through treatment while she was

in the Reserve," Sergeant Hart said. "She got better and then the breast cancer came back with a vengeance, and she needed to make arrangements to pass."

Working behind the scenes, Sergeant Hart, members of the military personnel flight and the 83rd APS drove more than 120 miles to Coburg, Ore. to answer all of her questions and signed paperwork for her retirement.

"Members of the 83rd drove to Coburg, and we gave her a retirement ceremony at her house," Sergeant Hart said. "She was the first person I folded a flag for during her funeral—that is when I got involved with the honor guard."

While wearing the diamond of the first sergeant, he was again promoted through the Promotion Enhance Program to Senior Master Sergeant [E-8] in 2004. In May, he will be promoted to Chief Master Sergeant and become the superintendent of the 83rd APS.

"Taking the diamond off next month is going to be hard," Sergeant Hart said. "My replacement has to be somebody who is level headed, non-judgmental and can communicate effectively. They have to have a great appearance, be confident and carry themselves well."

## Well done!!



*Senior Master Sgt. Andy Smith, 83rd Aerial Port Squadron superintendent, gets a handshake and some kind words March 26 from 939th Air Refueling Wing Command Chief Michael Steinbach [left] as 4th Air Force Command Chief Kenneth Mitchell looks on. Sergeant Smith received a certificate of completion after participating in the Air Force Reserve Command's Senior non-commissioned leadership course held at Portland Air National Guard Base. (U.S. Air Force Photo/ Master Sgt. Ruby Zarzyczny)*

See story at <http://www.939arw.afrc.af.mil>



# Awareness can prevent sexual assault

by 2nd Lt. Alyson Smith  
96th Air Base Wing Public Affairs

**EGLIN AIR FORCE BASE, Fla. (AFPN)**— Sexual assault awareness and prevention has been a hot-ticket item among Air Force leaders for many months, but people will have even more exposure to the topic this month.

April was National Sexual Assault Awareness Month, and Air Force bases observed the month with many activities ranging from additional prevention training to informational lunches.

There were 31 cases of sexual assault reported here in 2005, said Deborah Allen, Eglin's sexual assault response coordinator. Of those cases, 98 percent involved alcohol use by the alleged offender, victim or both.

"Alcohol is a huge contributor to sexual assault, both out in public and at home," Ms. Allen said.

Awareness and prevention go hand-in-hand as the goals of the campaign, since awareness is a key tool in prevention. The month of April was a good time to educate people in sexual assault prevention since there are many tourists in the area for spring break, Ms. Allen said.

When on vacation, many college-age people engage in at-risk behaviors such as excessive drinking and recreational drug use.

"They're here to have fun, and forget about their safety," she said. "That brings out sexual predators because it creates an opportunity for them."

Special Agent Anthony Jefferis, chief of criminal investigations at the Air Force Office of Special Investigations Detachment 104 here, said sexual assault cases represent 20 percent of the crimes they investigate. It has decreased from previous

years' statistics, he said.

Both Ms. Allen and Agent Jefferis said the base's sexual assault response program has been effective in decreasing incidents and increasing reporting of assaults that occur.

Ms. Allen emphasized that sexual assault is not a gender-based crime, and both men and women should have a plan of action to protect themselves. People shouldn't get a false sense of security simply because they live or work on a military installation, she said.

"Anyone can be a victim. That's a point I think we really need to get across," Agent Jefferis said. "People think because of their rank or status, they can't be a victim, and that couldn't be further from the truth."

Agent Jefferis stressed the importance of choosing companions and dates very carefully. Victims knew the alleged perpetrator in nearly 90 percent of cases, he said.

"It doesn't happen like on (television)," he said, referring to the media's portrayal of a rapist as someone hiding on a trail waiting for a lone jogger to come along.

Jogging alone at 4 a.m. is still not a good idea, Ms. Allen said.

Use common sense when it comes to preventing sexual assault.

"The Air Force has a good wingman concept, but you have to look out for yourself first and foremost," Ms. Allen said. "You are your best wingman."

*(Editor's Note: The 939th Air Refueling Wing's Sexual Assault Prevention and Response Coordinator is Capt. Daniel Lane, a traditional reservist assigned to the 939th Medical Squadron. He can be reached at 503-335-4083 or through the 939th Command Post at 503-335-5750).*

## New personnel system now in effect

**WASHINGTON (AFPN)**— Deputy Defense Secretary Gordon England signed a directive to implement the new National Security Personnel System during a roll-out ceremony here April 28.

"Today is a milestone event," Secretary England said during the Pentagon ceremony. "After two and a half years of very hard work, the Department of Defense is initiating the human resources phase of the National Security Personnel System."

About 11,000 Defense Department civilian employees from 12 DOD organizations will be part of the initial Spiral 1.1 phase-in of the new system.

Secretary England said the old civilian personnel system,

which has been in place for 50 years, was not capable of keeping pace with the department's needs.

Employees will convert to pay bands that replace the general schedule and will be given new results-focused performance plans that are clearly linked to their organization's mission and strategic goals.

The performance appraisal cycle for Spiral 1.1 employees began April 30 and ends Oct. 31. These employees will receive their first performance pay increases in January.

In addition, employees performing satisfactorily will receive an increase equivalent to the general pay and locality increase.

ACTIVE, GUARD, AND RESERVE MEMBERS & THEIR  
FAMILIES RIDE FREE WITH MILITARY ID

## Armed Forces Day at Oaks Amusement Park

SATURDAY, MAY 20  
Noon - 7 p.m.

Patriotic Music  
Flag Folding Ceremony  
Cake  
Balloons

[HTTP:WWW.OAKSPARK.COM](http://WWW.OAKSPARK.COM)

## Civilian Employees

### Newcomers

Mr. Michael Banning, GS-10,  
*83rd APS*  
Mr. Dennis Seifert, WG-10  
*939th MXS*

## Military Members

### Newcomers

Lt. Col. Monique DeSpain,  
*939th ARW from McChord*  
Lt. Col. Bradley Holmgren,  
*939th ARW from McChord*  
Master Sgt. Colleen Kuchta,  
*939th ARW from Carswell Field*  
Tech. Sgt. Evangeline Dyer,  
*304th RQS*  
Tech. Sgt. Scott Grindley,  
*83rd APS*  
SSgt Michelle Lopez,  
*83rd APS from Dover*  
Senior Airman Philip  
Vanpeurse, *304th RQS from*  
*Niagara Falls*  
Senior Airman Joshua  
Yarbrough, *939th MXS from*  
*Sheppard*  
Airman Rodney Baumer,  
*939th CF*  
Airman Basic Brandon Miner,  
*939th CES*

### Graduates

#### April 2006 Community College of the Air Force

Tech. Sgt. Neal Therrien,  
*939th CF*  
Staff Sgt. Jeremy Barskey,  
*939th OSF*  
Staff Sgt. Geoffery Corey,  
*939th AMXS*  
Staff Sgt. Lucas Hernandez,  
*939th OSF*  
Staff Sgt. Nathan Minich,  
*939th AMXS*

## Looking back

### May 18, 1980

Mount St. Helens erupts generating an extraordinary effort in search and rescue missions by members of the 304th Aerospace Rescue and Recovery Squadron at Portland International Airport.

The mountain erupted at approximately 8:30 a.m. with the force of 40 hydrogen bombs devastating the landscape for more than 17 miles. Where streams had once quietly flowed, mud holes were now tossing scalding bubbles of liquid earth into the air. Volcanic ash was so dense that helicopter radio transmissions were often distorted or blocked entirely.

"Not long after we were airborne, we were called over the radio in the helicopter and asked to expedite," said Staff Sgt. Mitchell Johnson, 304th ARRS pararescueman. That's what we did."

Sergeant Johnson estimates that he spent 10-20 hours total in the air during the first three days after the disaster. The unit's round-the-clock operations were recognized by agencies throughout Oregon and general officers in both the active and reserve force.

The 304th ARRS was ultimately credited with helping to save 61 lives in the aftermath of the mountain's blast.

### Farewells

Lt. Col. Edward Higgins,  
*939th OSF to 142nd ANG*

Maj. Graham Whitehouse,  
*939th OSF to 701st COS*  
Maj. Kelly Buck,  
*939th OSF to 10th FTS*  
Maj. Kerry O'Leary,  
*939th LRS to ARPC*

Capt. Richard Walmsley,  
*939th LRS to 142nd ANG*  
Capt. Mark Villacis,  
*64th ARS to 18th ARS*

Chief Master Sgt. Jeffrey  
Hauck, *939th MXS to 932nd*  
*MXG*

Senior Master Sgt. Gregory  
Seaver, *83rd APS to ARPC*  
Senior Master Sgt. Karen Hart,  
*939th MSS to 919th MSS*

Master Sgt. Nathan Cook,  
*64th ARS to IL ANG*  
Master Sgt. Jeffrey Craig,  
*83rd APS to ARPC*  
Master Sgt. Robert Hargrove,  
*83rd APS to ARPC*  
Master Sgt. Michael Rak,  
*939th MOF to 932nd MOF*  
Master Sgt. Carl Williams,  
*939th MXS to 142nd MXM*

Tech. Sgt. Kenneth Byler,

*83rd APS to ARPC*  
Tech. Sgt. Bradley Crow,  
*939th MXS to ARPC*  
Tech. Sgt. Stephen Breaux,  
*939th AMXS to ARPC*

Tech. Sgt. Marciano Cadatal  
Jr., *939th ARW to ARPC*  
Tech. Sgt. Robert Emmons,  
*939th AMXS to ARPC*  
Tech. Sgt. Kevin Fogg,  
*939th AMXS to 920th ARW*  
Tech. Sgt. Kenneth Hair,  
*939th AMXS to 434th ARW*  
Tech. Sgt. William Koenig,  
*939th AMXS to McChord*  
Tech Sgt. Bradley Plancich,  
*939th MXS to 142nd MXM*  
Tech. Sgt. Daniel Prescott,  
*939th MXS to 439th AMXS*  
Tech. Sgt. Maria Rizzo,  
*939th AMXS to 943rd MXS*  
Tech. Sgt. Scott Saunders,  
*64th ARS to 306th RQS*  
Tech. Sgt. Matthew  
Schoemehl, *939th ARW to*  
*ARPC*  
Tech. Sgt. Michael Williams,  
*939th MXS to 439th AMXS*

Staff Sgt. Donald Clavette,  
*939th AMXS to ARPC*  
Staff Sgt. Jessica Jenner,  
*939th MSS to McChord*  
Staff Sgt. Timothy Murphy,  
*939th MDS to ARPC*  
Staff Sgt. Jamie Peregoy,  
*64th ARS to 182nd ANG*

Staff Sgt. Jason Reiniger,  
*939th MDS to 419th MDS*  
Staff Sgt. Sarah Temple,  
*83rd APS to ARPC*

Senior Airman Richard  
Benway, *939th MXS to*  
*Andrews*  
Senior Airman Milly Bui,  
*939th MSS to ARPC*  
Senior Airman Ramon  
Castillo, *939th MXS to ARPC*  
Senior Airman Sean Darst,  
*939th MXS to 446th MXS*  
Senior Airman Joseph  
Gaines, *304th RQS to ARPC*  
Senior Airman Gary Green,  
*83rd APS to ARPC*  
Senior Airman James  
Lebreton, *939th MDS to ARPC*  
Senior Airman Heather  
Leonig, *939th CES to*  
*Dobbins ARB*  
Senior Airman James  
McGregor, *939th LRS to OR*  
*ANG*  
Senior Airman Darren Meaney,  
*939th OSF to 125th ANG*  
Senior Airman Morgan Odell,  
*939th MDS to ARPC*



## Air Force Space Camp

Air Force Services Family Member Program is sponsoring the 4th Annual Air Force Space Camp that will be held July 31-Aug. 4 at U.S. Space and Rocket Center in Huntsville, Ala. All Air Force regular, reserve, guard, retired and civilian employees family members ages 12-18 are eligible to attend the Space Academy for 12-14 year-olds or the Advanced Space Academy for 15-18 year-olds. Applications for this camp can be picked up at the Services office in building 491 or downloaded at [www.afyouthprogram.com](http://www.afyouthprogram.com). The deadline for application submissions is April 25. Call the Services office here at 503-335-4748 or 503-335-4828 for more information.

## DD-214 on-line

Great news for veterans - The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214 online: <http://vetrecs.archives.gov/>. This will cut the waiting time veterans have had in the past waiting for copies of their DD 214s and will be particularly helpful when they need a copy of their DD-214 for employment purposes.

NPRC is working to make it easier for veterans with computers and internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. The new web-based application was designed to provide better service on these requests by eliminating the records center's mailroom processing time.

## Voting Assistance Available

The 939th legal office has material available for members who need voter absentee forms for the upcoming primary election. Reservists can browse through the voting material Mon.-Fri. 7:30 a.m. to 4 p.m. If you have questions the legal staff are available on the Unit Training Assemblies. The primary election for Oregon is May 16th and Washington is Sept. 19th.

## Security Forces augmentee Title 10 vacancies

There are 10 vacancies for home-station base security here. These positions are considered Title 10 positions and intended for cops or augmentees (trained or un-trained) to come on duty as soon as possible.

Requirements for the tours are as follows:

- Oregon Air National Guard or Air Force Reserve
  - Has to be in the local area, in a commute status.
  - Current Secret Clearance or one that is in the background stage running favorably.
  - Not on Profile or 4T status.
  - Able to work shift work
  - Must pass a background check
  - Must get government drivers license
  - Must be able to pass the weapons qualifications on CAT "A" Standards (Weapons qualifications will be on the first day of training)
  - Please do not submit applications for personnel that are attending a Tech School during the Augmentee Tours.
  - Must email Commanders approval. to [christopher.roper@orport.ang.af.mil](mailto:christopher.roper@orport.ang.af.mil)
  - Must complete Application for Title 10 MPA tour.
- Contact Master Sgt. Chris Roper at 503-335-4211 for application procedures.

## Air National Guard Job Fair

The Klamath Falls Air National Guard recruiters will be here in building 300 to talk about jobs during the May Unit Training Assembly.

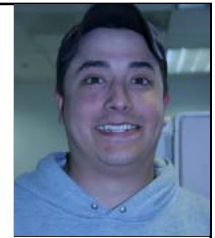
During the June UTA, recruiters from the Air National Guard, Army Guard, Army Reserve and possibly the Coast Guard and Navy will be here for a job fair. The job fair will be held in building 170.

## Hunting & Fishing License Reimbursement

The Oregon State Legislature approved reimbursement of Hunting & Fishing License fees for Reservists. Chief Master Sgt. Tim Lane, 142nd FW can help you get these fees reimbursed, and he can be reached at 503-335-4621.

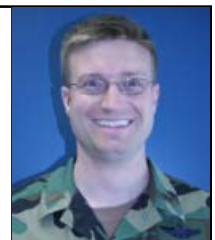
## What qualities do you think make an effective leader?

**"genuine concern about others well being, who doesn't show up just to chew you out, and a good sense of humor."**



Staff Sgt. Don Argo, 939th Maintenance Squadron crew chief

**"An effective communicator who listens to his subordinates and values their input while effectively articulating their goals."**



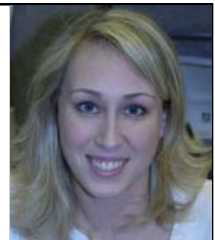
2nd Lt. Michael Vanzanten, 304th Rescue Squadron combat rescue officer

**"Do as I do" attitude, open minded, nonjudgmental, and selfless thinking."**



Tech. Sgt. Arnold Davis, 939th Maintenance Squadron survival equipment technician

**"Very knowledgeable in their field with a willingness to bring other's knowledge and skill up to their level."**



Staff Sgt. Jennifer Hall, 83rd Aerial Port Squadron aerial port journeyman

**"Effective leaders are like coaches, they find what works for each player."**



Maj. David Jeske, 939th Logistic Readiness Squadron commander



Photos By Ruby Zarzyczny

Master Sgts. Scott Light (left) and Eric Giacchino, Tech. Sgt. John Davis, 304th Rescue Squadron pararescuemen and Capt. Quintin Nelson, 304th RQS combat rescue officer use ice axes and ski [walking] poles to climb up the icy mountain while searching for two lost climbers during a Search And Rescue scenario on Mount Hood, Ore. April 22, 2006. The pararescuemen are wearing an urban SAR uniform used when participating in joint training exercises with civilian organizations from the local community. **(See full story at: <http://www.939arw.afrc.af.mil>)**



Master Sgt. Eric Giacchino, 304th Rescue Squadron pararescueman, looks up at the icy slope of Mount Hood during a joint SAR exercise recently. The pararescuemen partnered with five Oregon civilian SAR agencies during this exercise. The training helped familiarize the 304th RQS members with the people and procedures they will use when called to help save the lives of others on the mountain.



Master Sgt. Scott Light, 304th Rescue Squadron pararescuemen, waits for other members of his team as they climb more than 1,000 feet in elevation during a mock search and rescue exercise April 22, 2006 on Mount Hood, Ore. Sergeant Light's pack weighs more than 50 pounds and contains a snow shovel, climbing irons, helmets, ropes, harness, medical equipment, sleeping bag, food, sunscreen, handheld radio and head lamps.